



The Daedalean

Semper Discens

*Monthly Aerospace Education Newsletter of the Connecticut
Wing of the Civil Air Patrol*

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CALENDAR

October

6-17 OCT-CTWG Conference and Cadet Ball

RIFLE SAFETY AND MARKSMANSHIP TRAINING PROGRAM

Any Squadron interested in starting or continuing in the Wing Rifle Program should contact Maj Rocketto at srocketto@aquilasys.com. So far Stratford and Thames River have expressed interest.

ROCKET AND ENGINE PURCHASES

Squadrons which purchased model rockets and engines from Maj Rocketto should contact him for an invoice so that they can pay what is owed. In your communication, state how many rockets and engines were purchased. Send the information by email to srocketto@aquilasys.com.

CITRUS FRUIT FUND RAISER

The annual Citrus Fruit Fund Raiser has started. Thames River, the 103rd, and New Haven are selling a *primo* product, not only for home consumption but a great seasonal gift.

If any other Squadrons are interested, contact Maj Rocketto at srocketto@aquilasys.com. Details will be provided. The final tally must be submitted by 03 November.

We are selling 25 and 35 pound boxes of navel oranges, pink grapefruit, or a mix of both. The prices remain the same as last year, \$25 for a 20 lb box and \$35 for a 40 lb box. Delivery will be during the first weeks of December.

STU SHARACK HONORED AT NATIONAL MEETING

The 2009 CAP Annual Conference and National Board was held in San Antonio, Texas during the first week of September.

Col Peter Jensen, CTWG Commander participated in National Board deliberations. Director of Aerospace Education Maj Stephen Rocketto took the G1000 Ground Course, Fly-A-Teacher Workshop, and the Public Affairs Workshops.

The highlight of the week was the honoring of one of our own, Aerospace Education Member Stuart Sharack as the first CAP Aerospace Education Teacher of the Year. This award recognizes a Civil Air Patrol member who is a certified classroom teacher for outstanding achievements in aerospace education.



Sharack Receives Award Plaque from CAP National Commander, Maj Gen Amy Courter

Sharack, a teacher at the Juliet Long School in Ledyard is affiliated with the Thames River Composite Squadron and was one of only five individuals honored in ceremonies at the formal banquet. CAP Commander, Maj Gen Amy Courter presented Sharack with a plaque and a check for \$1000.

Sharack, a Connecticut public school teacher for nearly 40 years, exemplifies what a teacher ought to be. He loves his students and the subjects which he teaches, maintains his knowledge by reading and attending conferences, shares his ideas with the community of teachers by offering workshops, and generates an enthusiasm about aerospace to each and everyone who enters into a relationship with him. Sharack is an adviser to the Thames River squadron, which has initiating programs at two other southeastern Connecticut elementary schools. Of special note is his emphasis on drawing entire families into his programs, thus further disseminating the concepts of aerospace science, technology, mathematics and history. Sharack is widely known in aerospace education circles as the mentor of a popular after-school program for students in grades 4-6, "The

Aerospace Adventurer Club." Students participating in the club have chosen to be known as "Aerospace Adventurers." They meet twice a month plus some weekends. Many NASA and Civil Air Patrol resources are incorporated into the student projects. Contemporary issues are explored as well. Models are made and tested, data is collected, and illustrations are created. These simulations involve clarity of communication and provide experiential learning. Sharack has also recruited Alex Rode, a former USN A-6 pilot and fellow teacher to initiate a similar program at another Ledyard school.



CTWG Commander, Col Peter Jensen, Sharack, and CAP's Own Astronaut, Col Eric Boe, USAF

As the former co-facilitator of the Ledyard Public School K-12 Science Curriculum Committee, Sharack is familiar with national and state standards in science, math and technology. He also has taken advantage of numerous professional development opportunities. He was granted a scholarship to attend the Massachusetts Institute of Technology's summer Science and Engineering Program For Teachers in 2007. A year earlier, he studied at the Space Academy For Teachers in Huntsville, Ala., as a recipient of a Honeywell Scholarship. This fall, he will fly out of Westchester on the Northrop Grumman sponsored "Weightless Flights of Discovery. Sharack and a group of fellow teachers will be subjected to zero g conditions as a Boeing 727 flies a series of parabolic trajectories

CAP SQUADRONS VISIT LEGISLATURE

A contingent of Officers and Cadets from the Royals and the 169th, led by Maj Dill, Capt Travers, and Lts Landin and Kelleher recently visited the Connecticut General Assembly. They met with state representatives and senators, all of whom voiced strong support and pledged to protect our budget.

This group was invited into the chamber of the House of Representatives, where they received a standing ovation and several minutes of applause.



CAP Delegates in Front of Legislative Office Building

DAE ATTENDS OHIO WING AEROSPACE EDUCATION ACADEMY

Maj Stephen Rocketto, CTWG Director of Aerospace Activity, attended the Ohio Wing Aerospace Education Academy Workshop in August. The training was held in the Hap Arnold Room of the Museum of the United States Air Force, Wright-Patterson AFB.

Course material covered much of the standard CAP procedures and regulations under which aerospace education operates and provided an opportunity to meet with many AEOs from the midwest and discuss mutual issues of interest.

A highlight of the course was a visit to the Restoration Facility of The Museum which allowed the attendees to view current projects and talk with some of the artisans and technicians who work on the aircraft. Two famous B-17s, the Swoose and Memphis Belle were being worked on and parts of the massive XC-99, the cargo version of Consolidated B-36 were evident.

KIT FOX AT HFD

A recent visit to the CAP flight line at Brainard Field turned up a Kit Fox with the registration number N767JD. Does anyone know the significance of these numbers?



NEW FEATURE

For some two years, *The Daedalean* and *The Coastwatcher* have run a monthly series in which some event in aerospace history was noted for each day of the month. This series has been discontinued and will be replaced by a feature article which will cover in some detail an important aerospace event which occurred in the month in which the issue is printed. The first such feature follows.

THE WORLD SERIES AN OCTOBER CLASSIC

World Series fever, the “October Classic,” is once again upon us. Let us revert back to the thrilling days of yesteryear and recall the first game of another World Series, played in the midst of a World War, and the singular event that occurred in Yankee Stadium on October 5th, 1943. The story, which was first published in the August/September, 1993 issue of *Air&Space Magazine* appears below by permission of the author.

OUTFIELD FLY

by
Hap Rocketto

The 1943 World Series had all the hallmarks of a classic. In a rematch of the previous year's antagonists, the St. Louis Cardinals would attempt to repeat their resounding win over the New York Yankees. The 1942 Cardinals had not been given much of a chance against the New York powerhouse, but with the batting of rookie Stan Musial and the pitching of Johnny Beazley they defeated a team that had won six league championships in seven years.

But the nation's war effort was gobbling up manpower at a prodigious rate. No one knew who might be playing ball in 1944, or if there would even be a 1944 season. It looked as if this might be the last great series for the duration of the war, which is why the first game drew over 68,000 fans to Yankee Stadium.

As the teams took batting practice and the pitchers warmed up, four Army Air Forces B-17 bombers were droning toward New York City on their way to combat bases in England. At the navigator's station of *Thru Hel'en Hihwater* [42-39785], sat my uncle, Second Lieutenant Harold Rocketto of Brooklyn. Second Lieutenant Jack Watson was the

pilot; the other bombers were piloted by Second Lieutenants Robert Sheets, Elmer Young, and Joseph Wheeler.



Jack Watson Crew

(Back L-R) 2Lt Jack W. Watson (P), 2Lt John C. Doty, Jr. (CP)(POW), 2Lt Harold J. Rocketto (N) (KIA), 2Lt Vance Colvin(B)(KIA)

(Front L-R) Sgt William H. Fussner (RWG)(KIA), Sgt Fred H. Booth(BTG)(KIA), Sgt William H. Fussner (RWG)(KIA), Sgt Harry Romaniec (RO)(POW), Sgt Eugene R. Stewart (LWG)(POW), Sgt Samuel J. Rowland (E)(KIA)

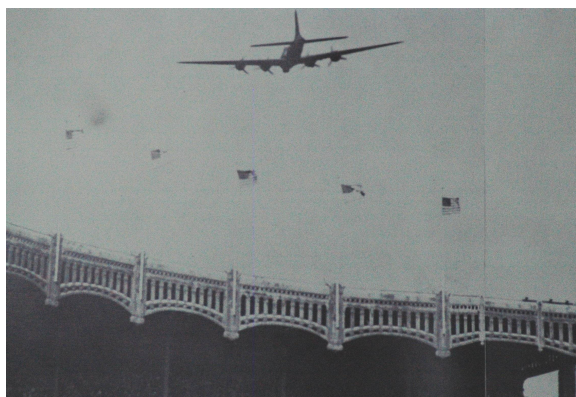
Walla Walla, WA, 1943

As Rocketto, a Brooklyn Dodgers fan, scanned the landscape trying to pick out boyhood haunts in the Bensonhurst section, the idle chatter on the intercom turned to the World Series. No one is sure what sparked the next move. Perhaps it was Rocketto's desire to seek revenge against the Yankees for their 1941 victory over the Dodgers. Then again, perhaps it was just the high spirits of young men facing a dangerous future. Whatever the reason, the fans at Yankee Stadium were about to be treated to an impromptu demonstration of the nation's bomber force.

As the aircraft crossed the Hudson River, the pilots headed for the Bronx and put the formation into a shallow dive. Picking up speed, the bombers thundered over Yankee Stadium in a low pass from home plate to center field. After they climbed out the B-17s wheeled about and circled the field

while Watson returned for an encore. He cleared the upper-deck flagpoles by a mere 25 feet, prompting the Associated Press to later report that "an Army bomber roared over Yankee Stadium so low that Slat's Martin could have fielded it." Watson then rejoined the formation and headed east.

"We knew we were heading for a combat zone and dropping in on the World Series seemed like a good idea at the time," Wheeler told a reporter months later. "The announcers must have thought it was part of the show because after we went over the first time we could hear them on the plane radio talking about the big Air Force review. We figured they were enjoying it so we turned around and came over a second time. We thought nothing about it until later when we found we had caused a sensation."



B-17 Departs Yankee Stadium Over Outfield Facade

New York Mayor Fiorello LaGuardia, a World War I Army pilot, was watching as the bombers swooped overhead. La Guardia initially appreciated the panache of the young men, but admiration quickly gave way to his greater duty as mayor. Outraged, he burned up the phone lines to the Army Air Forces brass. "That pilot should be properly disciplined, endangering the lives of the citizenry of New York in that manner," he fumed.

When they landed at Presque Isle Airfield in Maine, Watson and the three other pilots were confined to quarters while court martial proceedings were undertaken. They were released a few days later when the Army realized it was foolish to keep four badly needed aircraft and crews out of combat because of a youthful indiscretion. "Besides," a general told Watson, "you and your crew will probably be killed anyway."

Five days after the buzzing brouhaha the four aircraft continued their journey to England, each pilot's military record heavier by a letter of reprimand and his wallet lighter by a \$75 fine - no small sum to a second lieutenant back then.

Because of wartime news restrictions so tight that sports announcers were forbidden to comment on the weather lest the enemy pick up valuable intelligence, the buzzing incident went almost entirely unreported. The names of the crews were unknown to all but the authorities until three months later.

January 11, 1944, was one of the costliest days of air combat in history. Some 60 U.S. bombers were destroyed and more than 600 airmen were killed, wounded, or reported missing. On that terrible day, Watson, flying with the 303rd Bomb Group, single-handedly returned his badly shot-up and burning bomber to England. In a radio interview he brought up the stadium incident by voicing hope that the mayor of New York was not still sore at him. After hearing the interview, LaGuardia sent Watson a message: "All is forgiven. Congratulations. I hope you never run out of altitude. Happy landings. We'll be seeing you soon."

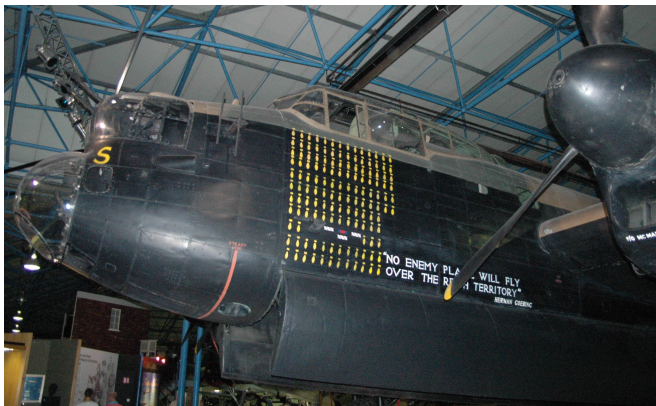
"Thank you, Mr. Mayor, and it can't be too soon for me." Watson replied, then added, "We'd sort of like to go back together some day and drop in on the Rose Bowl game."

SUMMER AIRCRAFT SIGHTINGS

While on the road this summer, some interesting aircraft were spotted.



Bell P-63 King Cobra at Lackland AFB Parade Display. The "Pinball" version of this aircraft was heavily armored and used as a live aerial target to train bomber gunners. A frangible bullet was used and a red bulb in the spinner illuminated as counters recorded the scores as the ship was hit.



Avro Lancaster at RAF Hendon displays the front section of its cavernous bomb bay, over 100 mission symbols, and Goering's boast that "No enemy plane will fly over the Reich territory."



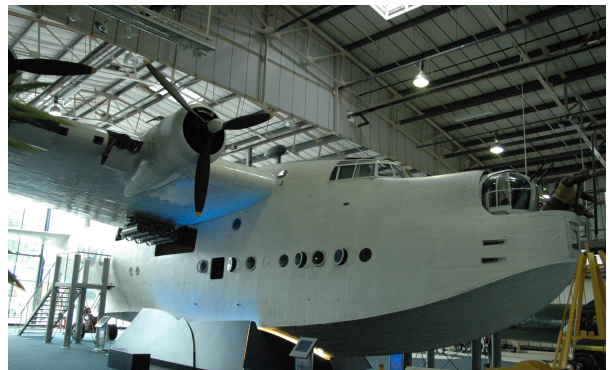
Halloween looms near so here is a DeHavilland Vampire, Britain's second jet fighter, refueling at the Imperial War Museum, Duxford.



Northrop YF-23 Black Widow II, the aircraft which lost the flyoff to the F-22.



English Electric Lightning displays its unique vertical engine arrangement and over-wing stores. The aircraft was capable of Mach 2 flight and served as an interceptor during the Cold War.



Short Sunderland Flying Boat, a British reconnaissance and anti-submarine aircraft was known as the "Flying Porcupine" because of its heavy defensive armament. Note the unique bomb bay opening under the wing root and the rack used to crank the bombs or depth charges into launch position on the wing.